MINUTES OF MEETING OF THE COMMISSION OF FINE ARTS
HELD IN WASHINGTON, D. C., MARCH 17, 1941.

The seventh meeting of the Commission of Fine Arts during the fiscal year 1941 was held in its office in the Interior Department Building on Monday, March 17, 1941. The following members were present:

Mr. Clarke, Chairman,
Mr. Savage,
Mr. Manship,
Mr. Lamb,
Dr. Cret,
Mr. Bruce,
also H. P. Caemmerer,

Secretary and Administrative Officer.

The meeting was called to order at 2:00 p.m.

1. APPROVAL OF MINUTES OF PREVIOUS MEETING: The Minutes of the Meeting of the Commission of Fine Arts held in Washington February 28,1941, were approved.

2. NEW BUILDINGS FOR THE WAR DEPARTMENT: Mr. Louis Simon, Supervising Architect, submitted a design for six additional office buildings, temporary in character and of wood construction. The location proposed for them is the old Arlington Farms area, extending south from Memorial Avenue and not far from the Arlington-Columbia Pike. Mr. Simon said the buildings comprise 720,000 square feet net office space and are to be completed in about six months.

In consideration of the fact that this was a temporary project, the Commission approved the design. The hope was expressed that these structures would be torn down at the end of the present emergency. (Exhibit A)

3. FEDERAL OFFICE BUILDINGS FOR SUITLAND, MARYLAND: The Commission gave consideration to a design submitted by Mr. Simon for a group of from five to eight Federal office buildings of permanent fireproof construction. These

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3. FEDERAL OFFICE BUILDINGS FOR SUITLAND, MARYLAND: The Commission gave consideration to a design submitted by Mr. Simon for a group of from five to eight Federal office buildings of permanent fireproof construction. These

are to be erected at Suitland in Prince Georges County, Maryland, about six miles east of the Capitol.

The Commission highly favored a plan for decentralizing government office buildings; nevertheless it was pointed out that the creation of a "Federal Office Center" at Suitland as proposed brings up a number of very importnat problems that are of concern first of all to the National Capital Park and Planning Commission, since they involve questions of highway approaches from Washington, zoning, and public utilities, particularly water, storm and sewer systems. It was suggested that this matter be taken up also with the Maryland State authorities.

Mr. Simon said it was understood that each building is to house 4,000 employes so that five or eight buildings will mean a "city" of from 20,000 to 40,000.

After consideration, the Commission approved the erection of one of these proposed office buildings. Since, at the present time, it was noted that there are only two two-lane roads between Washington and Suitland it was reported necessary to increase the width of one of these roads from two to four lanes immediately to serve the first structure to be built.

The question of lay-out for this group of buildings and the general treatment of this "Federal Office Center" was then discussed. The Commission advised that the buildings should be located with due regard to the topography and in their relation to each other, so as to produce harmonious landscape effect. There should be paved streets, sidewalks lined with trees, park and other recreational areas.

The importance of planning, including the control of platting, and zoning the adjacent areas about this office center was stressed. It was emphasized that unless these precautionary measures are taken in the beginning, the

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environs of this Federal Office Center would soon develop haphazardly and deteriorate into slum conditions.

The Commission unanimously urged the importance of having a plan made immediately for this whole development so as to make it an attractive sub-center of Washington. The buildings, even though moderate in cost, should have charm and be agreeable to the people who will work there. The Commission saw possibilities of making this a fine development.

The Commission recognized this as a national defense project and gave assurance of cooperation to the fullest extent. A report was sent to Mr. Simon. (Exhibit B)

4. MURAL PAINTING FOR THE DEPARTMENT OF COMMERCE: Under date of March 7, 1941, the following letter was received from Mr. Simon:

> The United States Steel Corporation has offered to the Department of Commerce a mural painting which formed a part of the Corporation's exhibit at the World's Fair in New York. The mural was painted by an artist named Clara Fargo Thomas and is 68' long by 10'8" high.
>
> The officials of the Department of Commerce are anxious to accept it, and in conference with representatives of this office have selected a suitable location for it. This location is on the east wall of the delivery room of the library located on the seventh floor of the Commerce Building.
>
> There is enclosed herewith prints showing the location on the wall of the library and a photograph of the mural.
>
> The approval or comment of the Commission of Fine Arts as to the placing of this mural in the location selected is requested.

The Commission considered the matter. Several of the members recalled they had seen the painting at the New York Fair. It was suggested that Mr. Ayres see the painting; Mr. Simon said it was boxed up.

After consideration the Commission decided that the painting, having been painted for the World's Fair, was not designed for the location proposed on

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the walls of the library in the Department of Commerce Building and that the composition does not appropriately fill the place intended for it. However, the Commission advised that they would give consideration to the placing of this mural painting somewhere else in Washington, provided a suitable place can be found for it. (Exhibit C)

5. NINTH STREET BRIDGE OVER THE PENNSYLVANIA RR AND B. & O. RR TRACKS: Mr. Clifford R. Whyte, Engineer of Bridges of the District of Columbia, submitted a full set of the plans for the structure over the tracks of the two railroads. The secretary also submitted a print of the elevation, received from Mr. J. Gilbert Nettleton, General Agent for the Pennsylvania R.R.Company. The Commission thought the plans for the treatment of the bridge too fussy and complicated and urgently requested that they be materially simplified in the interest of producing a structure which will be very much more satisfactory in appearance; also it was pointed out there could result a material saving in cost. The Commission stated that architectural treatment or embellishment incorporated in the design for this structure are of the vintage of the early part of this century and not indicative of a straightforward, simple and yet dignified structure.

Also the Commission noted that this structure is near an important park of the District of Columbia and therefore gave particular attention to a plan for the approaches, concerning which the Office of National Capital Parks submitted a letter as follows:

March 15, 1941.

"We have been given to understand that the District of Columbia will present the bridge plans, prepared by the Pennsylvania Railroad for the new viaduct over the Washington Terminal Yards in the vicinity of Ninth Street, N.E., Brentwood Park and New York Avenue, to the National Commission of Fine Arts, Monday, March 17.

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Transmitted herewith is a photostatic reproduction of a map showing in dark lines the recent plan for the connections on the Brentwood Park side prepared by this Service and placed before the last meeting of the Coordinating Committee for the National Capital Park and Planning Commission. The other scheme indicated on the attached map is the basic one formerly approved by the National Capital Park and Planning Commission for these same connections to Sixth Street, Mount Olivet Road and New York Avenue.

Also attached are prints of the two schemes shown individually at the same scale. It is believed that these plans should be available for the information of the Commission members in examining the bridge project."

The Commission considered the alternate plans submitted for the approaches to the structure and favored the plan prepared in the Office of National Capital Parks, dated March 5, 1941 (Plan 69.495-18). The Commission felt that this solution is more satisfactory than the plan submitted with it that was prepared in the Office of the National Capital Park and Planning Commission(File 34.1-40), which the Commission of Fine Arts believed to be much too complicated.

The Commission advised that, while this matter is not strictly within the province of the Commission of Fine Arts, nevertheless the interests of good design and public safety are of importance and the Commission felt they should express an opinion in this matter in favor of the plan prepared by the Office of National Capital Parks.

A report was sent to Mr. Nettleton and to the Director of the National Park Service; the National Capital Park and Planning Commission, Mr. Whyte, and Capt. Whitehurst received copies of the report (Exhibit D and D-1).

6. SCULPTURE FOR THE FEDERAL TRADE COMMISSION BUILDING: Mr. Manship submitted a set of photographs of the half size models for the sculptural groups by Michael Lantz to flank the Federal Trade Commission Building. Also Mr. Bruce submitted photographs of the models and stated that the sculptor has begun to carve the group on the Pennsylvania Avenue side of the building.

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The Commission considered the photographs. Mr. Manship thought some improvements could have been made but recognized the fact that this is the first large commission that Mr. Lantz has received. The Commission decided, therefore, that the work should proceed without any delay.

7. NEW BENNINGS HIGH SCHOOL: Mr. Merle Coe submitted in behalf of Nathan Wyeth, Municipal Architect, a design for the new Bennings High School to be built in northeast Washington. The Commission noted the location on a plot plan showing the relation of the building to the existing school buildings in the vicinity. Several suggestions were made by the architect members of the Commission, particularly with reference to changes in the portico at the main entrance. These are to be incorporated in the final drawings. In general the plan was approved (Exhibit E).

8. STATUARY, ARLINGTON MEMORIAL BRIDGE: Mr. Donal Kline reported in behalf of Mr. F. F. Gillen, Senior Assistant Superintendent of National Capital Parks, that a ruling from the Comptroller General has been received to the effect that the National Park Service can cancel the old contracts with Mr. Fraser and Mr. Friedlander and enter into a new contract with them for executing the statuary.

The secretary reported that, at the request of Mr. Gillen, he had been of assistance in this matter, in having the case expedited by the General Accounting Office.

The Commission expressed their appreciation of this information.

9. LANDSCALE PLANS AND PARK DESIGNS, NATIONAL PARK SERVICE: Mr. Donald Kline, landscape architect, submitted in behalf of the Office of National Capital Parks, National Park Service, the following plans, which were inspected by Mr. Clarke:

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3. LANDSCAPE PLANS AND PARK PROBLEMS, NATIONAL CAPITAL: Mr. Donald Kline, landscape architect, submitted in behalf of the Office of National

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(a) Realignment of Rock Creek Parkway between K and L Street Bridges. Approved (Exhibit F)

(b) Bulletin Board along Tow Path, C & O Canal. Approved (Exhibit F-1)

(c) Swinging Bridge of C & O Canal at Carderock. Approved (Exhibit F-2)

(d) Study for Walk on west side of Rock Creek under the Massachusetts Avenue Bridge; grading and realignment in the vicinity of this structure. Approved (Exhibit F-3)

(e) Grading plan for the east approach to the Pennsylvania Avenue Bridge (Southeast) including connections with the Anacostia Parkway. Design of the Anacostia Parkway to be restudied. Grading Plan approved (Exhibit F-4).

The Commission concurred in the approval of the plans as above indicated, and reports were sent to Mr. Irving C. Root, Superintendent of National Capital Parks, National Park Service, accordingly.

10. MARQUEE, UNION STATION: The Chairman presented the following letter received from Mr. B. R. Tolson, Manager of the Washington Terminal Company, dated March 10, 1941:

> I have before me your letter of March 4th, 1941, relating to my letter of February 18th, together with plans which were referred to you by the Board of Commissioners of the District of Columbia for proposed marquee at the main entrance to the Union Station.
>
> The consideration which the Commission of Fine Arts has given the subject is appreciated, and we are gratified to know that the Commission are entirely in sympathy with the necessity for providing adequate facilities for protecting our patrons from the elements.
>
> The scheme for the marquee which we submitted represented the problem as it appealed to us but we are, of course, entirely agreeable to changes which will produce improvements and a structure which will be satisfactory to the Fine Arts Commission.
>
> We shall be glad to discuss the matter with the Commission at such time as may be agreeable for the purpose of determining, if possible, a satisfactory solution, as indicated by you, from both the practical and the aesthetic points of view.
>
> I shall await your advice as to time and date of conference.

(a) Realignment of Rock Creek Parkway between K and L Street Bridges.
Approved (Exhibit F)

(b) Bulletin board along Tow Path, C & O Canal. Approved (Exhibit F-1)

(c) Swinging Bridge of C & O Canal at Cabin John. Approved (Exhibit F-2)

(d) Study for Park on west side of Rock Creek under the Connecticut Avenue bridge; grading and realignment in the vicinity of this structure. Approved (Exhibit F-3)

(e) Grading plan for the east approach to the Connecticut Avenue bridge (Continued) including connection with the Intercoastal Parkway. Design of the Connecticut Parkway to be resubmitted. Grading plan approved (Exhibit F-4).

The Commission concurred in the approval of the plans as above indicated, and reports were sent to Mr. Irving C. Root, Superintendent of National Capital Parks, National Park Service, accordingly.

10. PARKWAY, RIVER ROAD: The chairman presented the following letter received from Mr. E. F. Colson, Manager of the Washington Terminal Company, dated March 10, 1941:

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We shall be glad to discuss the matter with the Commission at such time as may be agreeable for the purpose of determining, if possible, a satisfactory solution, as indicated by you, from both the practical and the aesthetic points of view.

I shall await your advice as to time and date of conference.

The secretary reported that he had a talk with Mr. Tolson concerning the matter a few days ago and that Mr. Tolson had stated that an expert is now studying the question of subway and that a report will probably be ready in about a month; also that Mr. Tolson had said difficulties are being encountered with piles under the Columbus Memorial.

The Commission decided to await the report, and felt there should be no difficulty about removing the Columbus Memorial from its present location if it will give assurance of the proposed subway.

11. SHIPSTEAD-LUCE ACT SUBMISSIONS:

(a) The secretary presented a design for a residence at 7711 Seventeenth Street, N.W., Application No.891, concerning which Dr. Cret had reported as follows:

> "The design is acceptable. The change from masonry for the front wall to brick for the side walls, will be quite noticeable as shown by plot plan, and no effort has been made by the designer to manage a transition from one material to the other. I am aware, however, that it is frequently the case in houses of this type, so it might be overlooked. The drawings are far from carefully prepared, and the appearance will depend largely on the care exercised by the builder."

After further consideration of the design by the architect members of the Commission, it was decided that the plan be approved, with the understanding that brick will be used for the front as well as for the other three sides of the building. The Inspector of Buildings was notified accordingly.

(b) AMERICAN SECURITY AND TRUST COMPANY SIGN: Under date of March 11th the following letter was received:

> Commission of Fine Arts,
> Room 7000 Interior Building,
> Washington, D.C.
>
> Gentlemen:
>
> I am enclosing a photographic print of our two buildings located at 15th Street and Pennsylvania Avenue.
>
> I have indicated thereon by check-mark the area occupied on the roof by letters cut into the stone reading "American Security and Trust Company". We were advised by our architect when the building

The secretary reported that he had a talk with Mr. Tolson concerning the matter a few days ago and that Mr. Tolson had stated that an expert is now studying the question of whether or not a report will promptly be ready in about a month; also that Mr. Tolson had said difficulties are being encountered with piles under the Lincoln Memorial.

The Commission decided to await the report, and felt there should be no difficulty about removing the Columbus Memorial from its present location if it will give assurance of the proposed subway.

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Commission of Fine Arts,
Room 7000 Interior Building,
Washington, D.C.

Gentlemen:

I am enclosing a photographic print of our two buildings located at 15th Street and Pennsylvania Avenue.

I have indicated thereon by check-mark the area occupied on the roof by letters cut into the stone reading "American Security and Trust Company". We were advised by our architect when the building

was under construction that these letters would become darkened by the elements in a short time which would give them prominence. This has failed to materialize and we desire to bring out the lettering by painting with dull gold leaf which we believe would be dignified in appearance and in keeping with the architectural surroundings.

We would appreciate receiving an expression from you as to the advisability of this. Thanking you, I am,

Yours very truly,
Edw. E. Cissel,
Purchasing Agent.

The Commission approved the request to paint the letters in dull gold leaf. (Exhibit G)

12. PAN AMERICAN ANNEX: The Chairman presented the following letter received from Hon. Fritz G. Lanham, Chairman, Committee on Public Buildings and Grounds, House of Representatives:

March 14, 1941.

Honorable Gilmore D. Clarke,
Chairman, Commission of Fine Arts,
Washington, D.C.

My dear Mr. Clarke:

I am enclosing herewith a copy of H.R.3969, a bill to provide for a Pan American Plaza and a site for an office building for the Pan American Union.

The Committee would be pleased to have your views on this bill.

I have the honor to be,
Very sincerely yours,
Fritz G. Lanham,
Chairman.

Mr. Clarke said he had read the bill and that it conforms substantially to the plan approved by the Special Committee appointed by the President for this project and the Commission of Fine Arts. A report was sent to Representative Lanham accordingly (Exhibit H)

13. DESIGN FOR SHERWOOD PLAYGROUND: Mr. Donald Kline, landscape architect, submitted in behalf of the National Park Service, a plan for the Sherwood Playground at 10th and G Streets, Northeast. The plan was inspected by Mr. Clarke and upon his recommendation approved by the Commission.

Mr. Clarke said he had read the bill and that it contains substantially

to the plan approved by the Special Committee appointed by the President for

this project and the Commission of Fine Arts. A report was sent to

Representative Lanham accordingly (Exhibit H)

13. REMARK FOR THE RECORD REGARDING: Mr. Donald Kline, Landscape Architect,

submitted in behalf of the National Park Service, a plan for the Improved

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appearance and in keeping with the architectural surroundings.

We would appreciate receiving an expression from you as
to the advisability of this. Thanking you, I am,

Yours very truly,
Edw. B. Olmsted,
Executive Agent.

The Commission approved the request to paint the letters in dull
gold leaf. (Exhibit G)

14. PAN AMERICAN AWARD: The Chairman presented the following letter
received from Hon. Fritz G. Lanham, Chairman, Committee on Public Buildings
and Grounds, House of Representatives:

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The Committee would be pleased to have your views on
this bill.

I have the honor to be,

Very sincerely yours,
Fritz G. Lanham,
Chairman.

14. MURAL PAINTING FOR THE INTERIOR DEPARTMENT BUILDING: Mr. Savage reported that he had considered the designs by Millard Sheets for mural paintings on the first floor of the New Interior Department Building, and had noted the location selected for them on the east and west walls opposite the central stairway. Mr. Savage said he had given special consideration to the scale of the figures, and felt if carried out according to the designs submitted the figures, at least some of them, would be much too large.

Mr. Savage said also that he had compared the figures in the designs with the figures in the mural paintings by Ernest Fiene and Nicolai Cikovsky that are on the second floor of the New Interior Department Building.

Mr. Savage submitted a report, which was approved by the Commission, and sent to the Section of Fine Arts, Public Buildings Administration, Federal Works Agency (Exhibit I)

The Commission adjourned at 5:30 p.m. and arranged to attend the dedication of the National Gallery of Art in the evening.

14. MURAL PAINTING FOR THE INTERIOR DEPARTMENT BUILDING: Mr. Savage reported that he had considered the designs by Hilaire Hiler for mural paintings on the first floor of the New Interior Department Building, and had noted the location selected for them on the west and west walls opposite the central stairway. Mr. Savage said he had given special consideration to the scale of the figures, and felt it carried out according to the designs submitted the figures, at least some of them, would be much too large.

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The Commission adjourned at 5:30 p.m. and arranged to attend the dedication of the National Gallery of Art in the evening.

Washington
Copy

March 19, 1941.

Dear Mr. Simon:

The Commission of Fine Arts, at their meeting on March 17, considered the designs you submitted for six additional Federal Office Buildings to be erected in Arlington County in the former Arlington Farms area, south of Memorial Drive.

The Commission approved the designs which, it was noted, call for two-story temporary wooden structures, which it is presumed will be removed at the termination of the present emergency.

For the Commission of Fine Arts:

Sincerely yours,

(Sgd) Gilmore D. Clarke,
Chairman.

Hon. Louis A. Simon,
Supervising Architect,
Public Buildings Administration,
Federal Works Agency,
Washington, D. C.

EXHIBIT A

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THE COMMISSION OF FINE ARTS
Washington
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March 19, 1941.

Dear Mr. Simon:

The Commission of Fine Arts, at their meeting on March 17, considered the design which you submitted for Federal Office Building No. 3 to be erected on a site in Prince George's County, Maryland, near the community known as Suitland, comprising an area of between four hundred and five hundred acres, located southwest of Suitland Road.

The Commission understand that it is the suggestion of the Public Buildings Administration ultimately to erect additional buildings in this area, thus creating a new office center for the Federal Government. The Commission heartily approve this policy.

It is further realized by the Commission that in creating a new office center where a relatively large number of workers is to be employed, many important factors--entirely outside the jurisdiction of this Commission - must be given consideration. They include problems relative to the adequacy of the highway system, the proper control of private lands through zoning and platting legislation and the extension of public utilities, including sanitary and storm water sewers and water supply. The Commission understand that all of these matters are being given careful study by your office, to the end that this new and rather unprecedented venture may conform to the high standards which should obtain in enterprises of this character.

The building which you submitted for approval consisted of 400,000 net square feet of office space, which would house in the neighborhood of 4,000 persons. The structure, similar in design to one recently approved by the Commission for erection at Arlington, is of the most utilitarian design, necessary in light of the present emergency. While the Commission views the decentralization of office space in Washington with much favor, they feel, nevertheless, that it would be extremely unfortunate if Office Building No. 3 - the first unit - were to be duplicated a number of times on the site at Suitland.

Therefore, the Commission, in granting approval of Office Building No. 3, do so with the same understanding that other buildings to be located in the same area will be designed with a view toward making this Federal Office Center a distinctive and pleasant place in which Government employees may work with the utmost efficiency. To accomplish this end, it seems to the

EXHIBIT B

Copy

EXHIBIT B

Commission that much greater variety should be developed in the design of the other buildings - variety in height as well as in plans, with due consideration to fitting the interesting topography of the site at Suitland. Considerable attention should also be given to adequate light and air, to pleasant orientation, to the planting of trees, and the efficient and pleasing arrangement of roads, parking spaces, paths and other features.

It seems to the Commission of Fine Arts that there is here an opportunity to accomplish an outstanding piece of work; and inasmuch as the buildings are to be of fireproof construction, it seems all the more important and, at the same time thoroughly justified, to spend sufficient monies to secure designs which are better than what might normally be considered the most economical and utilitarian. It is to be presumed that this center will last long after the emergency. That being the case, we are hopeful that in giving approval to the design for the first building, the others following may be carefully studied in relation to one center, as well as to the site itself.

The Commission of Fine Arts have not given attention to the many factors that obtain in connection with the development of this site at Suitland, factors which were mentioned in the early part of this letter. It is presumed that your careful attention has been given to these matters, which are within the province of the National Capital Park and Planning Commission, to which body you intend to refer them.

For the Commission of Fine Arts:

Sincerely yours,

(Sgd) Gilmore D. Clarke,
Chairman.

Hon. Louis A. Simon,
Supervising Architect,
Public Buildings Administration,
Washington, D. C.

Commission that much greater variety should be developed in the design of the other buildings - variety in height as well as in plans, with due consideration to fitting the intersection of topography of the site at Suitland. Considerable attention should also be given to adequate light and air, to pleasant orientation, to the planting of trees, and the efficient and pleasing arrangement of roads, parking spaces, paths and other features.

It seems to the Commission of Fine Arts that there is here an opportunity to accomplish an outstanding piece of work; and inasmuch as the buildings are to be of fireproof construction, it seems all the more important and, at the same time thoroughly justified, to spend sufficient money to obtain the most economical and satisfactory plan. It is to be presumed that this center will last long after the emergency. That being the case, we are hopeful that in giving approval to the design for the first building, the others following may be carefully studied in relation to one another, as well as to the site itself.

The Commission of Fine Arts have not given attention to the many factors that obtain in connection with the development of this site at Suitland, factors which were mentioned in the early part of this letter. It is presumed that your careful attention has been given to [illegible] the supervision of the National Capital Park and Planning Commission, to which

THE COMMISSION OF FINE ARTS
Washington
Copy

March 18, 1941.

Dear Mr. Simon:

The Commission of Fine Arts, at their meeting on March 17, 1941, considered the question of installing the large mural painting representing the steel industry by Clara Fargo Thomas in the Department of Commerce building.

The Commission took note of the fact that this mural painting was designed for the United States Steel Corporation Building at the New York World's Fair. It was not designed for the location proposed in the Department of Commerce Building and while the Commission admires the painting, we do not feel that it would prove to be satisfactory in the suggested location.

The Commission will be glad to give consideration to the placing of this mural painting in Washington if a suitable place can be found for it.

For the Commission of Fine Arts:

Sincerely yours,

(Sgd) Gilmore D. Clarke,
Chairman.

Hon. Louis Simon,
Supervising Architect,
Public Buildings Administration,
Federal Works Agency,
Washington, D. C.

EXHIBIT C

Dear Mr. Simon:

The Commission of Fine Arts, at their meeting on March 17, 1941, considered the question of installing the large mural painting representing the steel industry by [illegible].

The Commission took note of the fact that this mural painting was designed for the United States Steel Corporation building at the New York World's Fair. It was not designed for the location proposed in the Department of Commerce Building and while the Commission admires the painting, we do not feel that it would prove to be satisfactory in the suggested location.

The Commission will be glad to give consideration to the placing of this mural painting in Washington if a suitable place can be found for it.

For the Commission of Fine Arts:

Hon. Louis Simon,
Supervising Architect,
Public Buildings Administration,
[illegible],
[illegible], D. C.

EXHIBIT C

THE COMMISSION OF FINE ARTS
Washington
Copy

March 19, 1941.

Re: Ninth Street Bridge over the Pennsylvania and Baltimore and Ohio Railroads, Washington, D. C.

My dear Mr. Nettleton:

Mr. Clifford R. Whyte, Engineer of Bridges of the District of Columbia, submitted at the meeting of the Commission of Fine Arts on March 17th a full set of the plans for the structure referred to above.

A careful review of these plans revealed the fact that the treatment of the bridge is much too fussy and complicated. The Commission, therefore, urgently request that the design be materially simplified in the interest of producing a structure which will be more satisfactory in appearance, and at the same time, result in material savings in cost. The architectural treatment or embellishment incorporated in the design for this structure is of the vintage of the early part of this century and not indicative of a straightforward, simple, and yet dignified engineering structure.

We respectfully suggest, therefore, simplification of the railing and the treatment of the light standards, together with the removal of concrete posts which interrupt the rail. If this railing were of a uniform, simple design throughout, it would have a much more pleasing appearance; the lights may, of course, be incorporated in the fence detail.

We also suggest simplification of the piers and wing walls, including the removal of all architectural panels and decorations. Incidentally, the piers would be much more satisfactory if the sides were made vertical.

There are many ways of simplifying the structure, and we respectfully request that careful study be given to this in the direction outlined in this letter. I should like to refer you to the new Chain Bridge over the Potomac River near the District of Columbia boundary line. It is an extremely simple structure and possesses qualities which I am attempting to put into words to indicate what the Commission has in mind for the structure over the railroad tracks.

The fact that the Ninth Street Bridge is near an important park of the District of Columbia has caused the Commission to pay particular attention to the design which you submitted, and I sincerely hope

EXHIBIT D

that we may have your cooperation to the end that new studies may be made for the details and new plans submitted to the Commission of Fine Arts in preliminary study form before they are crystallized and inked on tracing cloth.

Be assured that we shall cooperate to the fullest extent possible to expedite this work so as to cause the least delay.

For the Commission of Fine Arts:

Sincerely yours,

(Sgd) Gilmore D. Clarke,
Chairman.

Mr. J. Gilbert Nettleton,
General Agent,
Pennsylvania Railroad,
804 Hibbs Building,
Washington, D. C.

that we may have your cooperation to the end that new studies may be made for the details and new plans submitted to the Commission of Fine Arts in preliminary study form before they are crystallized and inked on tracing cloth.

Be assured that we shall cooperate to the fullest extent possible to expedite this work so as to cause the least delay.

For the Commission of Fine Arts:

Mr. J. Gilbert Wettleton,
General Agent,
Pennsylvania Railroad,
[illegible] Building,
Washington, D. C.

THE COMMISSION OF FINE ARTS
Washington
Copy

March 18, 1941.

Subject: Ninth Street Terminal Yard Crossing
Pennsylvania and Baltimore & Ohio Railroads
and approaches.

Dear Mr. Drury:

The Commission of Fine Arts at their meeting on March 17, reviewed the alternate plans which you submitted for the approaches to the structure referred to above and look with favor upon the Plan prepared in the Office of National Capital Parks, dated March 5, 1941, (Plan 69.495-18). The Commission believe that this solution is more satisfactory than the plan submitted with it, prepared in the Office of the National Capital Park and Planning Commission, File 34.1-40, which the Commission of Fine Arts believe to be much too complicated.

While this matter is not strictly within the province of the Commission of Fine Arts, nevertheless we feel that, in the interests of good design and public safety, we should express an opinion in this matter in favor of the Plan prepared under your direction. We are sending copies of this communication to the National Capital Park and Planning Commission and the Commissioners of the District of Columbia.

For the Commission of Fine Arts:

Sincerely yours,

(Sgd) Gilmore D. Clarke,
Chairman.

Hon. Newton B. Drury, Director,
National Park Service,
Interior Department Building,
Washington, D. C.

EXHIBIT D - 1

THE COMMISSION OF FINE ARTS
Washington
Comm

March 18, 1941.

Subject: Ninth Street Terminal Yard Crossing
Pennsylvania and Baltimore & Ohio Railroads
and approaches.

Dear Mr. Drury:

The Commission of Fine Arts at their meeting on March 17, reviewed the alternate plans which you submitted for the approaches to the structure referred to above and look with favor upon the Plan prepared in the Office of National Capital Parks, dated March 8, 1941, (Plan 89,495-18). The Commission believe that this solution is more satisfactory than the plan submitted with it, prepared in the Office of the National Capital Park and Planning Commission, File 34.1-AC, which the Commission of Fine Arts believe to be much too complicated.

While this matter is not strictly within the province of the Commission of Fine Arts, nevertheless we feel that, in the interests of good design and public safety, we should express an opinion in this matter in favor of the Plan prepared under your direction. We are sending copies of this communication to the National Capital Park and Planning Commission and the Commissioners of the District of Columbia.

For the Commission of Fine Arts:

Chairman.

National Park Service,
Washington, D. C.

EXHIBIT D - 1

THE COMMISSION OF FINE ARTS
Washington
Copy

March 19, 1941.

Dear Mr. Wyeth:

The Commission of Fine Arts, at their meeting on March 17, 1941, considered the design submitted in your behalf by Mr. Merle Coe of your office, for the new Bennings High School. The Commission approved the design. A few suggestions were made to Mr. Coe, particularly with reference to treatment of the portico at the main entrance. It is understood that these changes will be embodied in the final drawings.

For the Commission of Fine Arts:

Sincerely yours,

(Sgd) Gilmore D. Clarke,
Chairman.

Mr. Nathan C. Wyeth,
Municipal Architect,
District Building,
Washington, D. C.

EXHIBIT E

March 19, 1941.

The Commission of Fine Arts, at their meeting on March 17, 1941, considered the design submitted in your behalf by Mr. Merle Doe of your office, for the new Bennings High School. The Commission approved the design. A few suggestions were made to Mr. Doe, particularly with reference to treatment of the portico at the main entrance. It is understood that these changes will be embodied in the final

Chairman.

Municipal Architect,
District Building,
Washington, D. C.

EXHIBIT E

THE COMMISSION OF FINE ARTS
Washington

March 17, 1941.

Realignment of Rock Creek between K and L Street Bridges

Dear Mr. Root:

A plan for the above was submitted by Mr. Kline and approved.

For the Commission of Fine Arts:

Sincerely yours,

(Sgd) Gilmore D. Clarke,
Chairman.

Mr. Irving C. Root, Superintendent,
National Capital Parks,
National Park Service,
Interior Department,
Washington, D. C.

EXHIBIT F

Realignment of Rock Creek between K and L Street Bridges

Dear Mr. Root:

A plan for the above was submitted by Mr. Kline

for the Commission of Fine Arts:

Mr. Irving C. Root,
National Capital Parks,
National Park Service,
Washington, D. C.

THE COMMISSION OF FINE ARTS
Washington

March 17, 1941.

BULLETIN BOARD AL[illegible] TOW PATH, C. & O. CANAL.

Dear Mr. Root:

The design for the above, submitted by Mr. Kline today, was approved.

For the Commission of Fine Arts:

Sincerely yours,

(Sgd) GILMORE D. CLARKE,
Chairman.

Mr. Irving C. Root, Superintendent,
National Capital Parks,
National Park Service,
Interior Building,
Washington, D. C.

EXHIBIT F - 1

March 17, 1941.

BULLETIN BOARD ALONG TOM PATH, C. & O. CANAL.

Dear Mr. Root:

The design for the above, submitted by Mr.

For the Commission of Fine Arts:

(Sgd) GILMORE D. CLARKE,

Washington, D. C.
National Park Service,

- 1 -

THE COMMISSION OF FINE ARTS
Washington
Copy

March 17, 1941.

SWINGING BRIDGE OF C. & O. CANAL AT CARDEROCK.

Dear Mr. Root:

The design for the above structure, submitted by Mr. Kline today, was approved.

For the Commission of Fine Arts:

Sincerely yours,

(Sgd) Gilmore D. Clarke,
Chairman.

Mr. Irving C. Root, Superintendent,
National Capital Parks,
National Park Service,
Interior Building,
Washington, D. C.

EXHIBIT F - 2

March 17, 1941.

SWIMMING BRIDGE OF C. & O. CANAL AT GEORGETOWN.

:

The design for the above structure, submitted

by Mr. Kline today, was approved.

For the Commission of Fine Arts:

Mr. Irving C. Root, Superintendent,
National Capital Parks,
Interior Building,
Washington, D. C.

EXHIBIT F - 2

THE COMMISSION OF FINE ARTS
Washington

March 17, 1941.

Study for Walk on West Side of Rock Creek under the Massachusetts Avenue Bridge; Grading and Realignment in the Vicinity of this Structure.

Dear Mr. Root:

The plans for the above were submitted by Mr. Kline on March 17, and were approved by the Commission.

It is suggested that the parapet of the retaining wall be lowered to the level of the path and a wooden post rail in character with those already in use in Rock Creek Park be substituted. This will cause the wall to appear to be lower and will not obstruct the springing line of the arch. Incidentally this will prove more economical.

For the Commission of Fine Arts:

Sincerely yours,

(Sgd) Gilmore D. Clarke,
Chairman.

Mr. Irving C. Root, Superintendent,
National Capital Parks,
National Park Service,
Interior Building,
Washington, D. C.

Study for Wall on West Side of Rock Creek under
Jurisdiction in the Vicinity of This Structure.

The plans for the above were submitted by Mr. Kline on March 17, and were approved by the Commission.

It is suggested that the parapet of the retaining wall be lowered to the level of the path and a wooden post rail in character with those already in use in Rock Creek Park be substituted. This will cause the wall to appear to be lower and will not obstruct the spring line of the arch. Incidentally this will prove more economical.

For the Commission of Fine Arts:

Chairman.

National Capital Parks,
National Park Service,
Interior Building,
Washington, D. C.

THE COMMISSION OF FINE ARTS
Washington

March 17, 1941.

Dear Mr. Root:

Today Mr. Kline submitted a grading plan for the east approach to the Pennsylvania Avenue Bridge, including connections with the Anacostia Parkway. The grading as indicated is approved.

Certain details with respect to the design of the triangular islands at the junctions of Pennsylvania Avenue and the access drives were indicated to Mr. Kline. These consisted of substituting tangents for curves of the curb lines in order to avoid restricting the width of the drives where they connect with Pennsylvania Avenue. It is also suggested that the curb of the two islands each side of Pennsylvania Avenue be set back at least three feet back from the normal continuation of the curb line. This is in the interest of safety.

The design of the Anacostia Parkway should be restudied in the vicinity of Pennsylvania Avenue Bridge with a view toward obtaining an island of greater width (minimum of 24 feet desirable) between the driveways for traffic in the opposite directions. The present island is indicated to be twelve feet in width. This does not give sufficient protection for cars which will be required to stop in

EXHIBIT F - 4

Dear Mr. Root:

Today Mr. Kline submitted a grading plan for the east approach to the Pennsylvania Avenue Bridge, including connections with the Anacostia Parkway. The grading as indicated is approved.

islands at the junctions of Pennsylvania Avenue and the access drives were indicated to Mr. Kline. These consisted of substituting tangents for curves of the curb lines in order to avoid restricting the width of the drives where they connect with Pennsylvania Avenue. It is also suggested that the curb of the two islands each side of Pennsylvania Avenue be set back at least three feet back from the normal continuation of the curb line. This is in the interest of safety.

The design of the Anacostia Parkway should be restudied in the vicinity of Pennsylvania Avenue Bridge with a view toward obtaining an island of greater width (minimum of 24 feet desirable) between the driveways for traffic in the opposite directions. The present island is indicated to be twelve feet in width. This does not give sufficient protection for cars which will be required to stop in

the limited width of the island when making left-hand turns. It is hoped that a study of this situation will indicate that it is possible to widen these islands as suggested.

Certain changes in the design of these islands at the points of connection with the two approaches to Pennsylvania Avenue is also desirable. Suggestions with regard to this point were made to Mr. Kline.

For the Commission of Fine Arts:

Sincerely yours,

(Sgd) Gilmore D. Clarke,
Chairman.

Mr. Irving C. Root, Superintendent,
National Capital Parks,
National Park Service,
Interior Building,
Washington, D. C.

the limited width of the island when making left-hand turns. It is hoped that a study of this situation will indicate that it is possible to widen these islands as suggested.

Certain changes in the design of these islands at the points of connection with the two approaches to Pennsylvania Avenue is also desirable. Suggestions with regard to this point were made to Mr. Kline.

For the Commission of Fine Arts:

(Sgd) Gilmore D. Clarke,
Chairman.

THE COMMISSION OF FINE ARTS
Washington
Copy

March 18, 1941.

Dear Sir:

Your letter of March 11th received the attention of the Commission of Fine Arts at their meeting on March 17, 1941.

The Commission approve of your request to be permitted to paint with dull gold leaf the lettering "American Security and Trust Company", cut into the stone near the roof of your buildings.

For the Commission of Fine Arts:

Sincerely yours,

(Sgd) Gilmore D. Clarke,
Chairman.

Mr. Edward E. Cissel,
American Security and Trust Company,
Washington, D. C.

EXHIBIT G

THE COMMISSION OF FINE ARTS
Washington

March 17, 1941.

Dear Sir:

Your letter of March 11th received the attention of the Commission of Fine Arts at their meeting on March 17, 1941.

The Commission approves of your request to be permitted to paint with dull gold leaf the lettering "American Security and Trust Company", cut into the stone near the roof of your building.

For the Commission of Fine Arts:

(Sgd) Gilmore D. Clarke,
Secretary.

Mr. Edward B. Gissel,
American Security and Trust Company,
Washington, D. C.

EXHIBIT G

THE COMMISSION OF FINE ARTS
Washington
Copy

77TH CONGRESS H. R. 3969 March 17, 1941.

Dear Mr. Lanham:

Your letter of March 14th, requesting a report concerning H. R. 3969, A Bill to provide for a Pan American Plaza and a site for an office building for the Pan American Union, has been received.

The Bill is substantially in accordance with the Plan which was approved by the Commission of Fine Arts subsequent to the favorable action taken in the matter by the Special Committee appointed by the President with particular reference to the Pan American Annex.

For the Commission of Fine Arts:

Sincerely yours,

(Sgd) Gilmore D. Clarke,
Chairman.

Hon. Fritz G. Lanham, Chairman,
Committee on Public Buildings and Grounds,
House of Representatives,
Washington, D. C.

EXHIBIT H

Copy

H. R. 3969, A Bill to provide for a Pan American Plaza and a site for an office building for the Pan American Union, has been received.

The Bill is substantially in accordance with the Plan which was approved by the Commission of Fine Arts subsequent to the favorable action taken in the matter by the Special Committee appointed by the President with particular reference to the Pan American Annex.

For the Commission of Fine Arts:

(Sgd) Gilmore D. Clarke,
Chairman.

77TH CONGRESS
1ST SESSION

H. R. 3969

IN THE HOUSE OF REPRESENTATIVES

MARCH 12, 1941

Mr. LANHAM (by request) introduced the following bill; which was referred to the Committee on Public Buildings and Grounds

A BILL

To provide for a Pan American Plaza and a site for an office building for the Pan American Union.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That as used in this Act (1) the term "Study 'O' " shall mean the National Capital Park and Planning Commission's plan designated as "Study 'O' for Plaza South of Interior Bldg. & Pan American Annex Bldg.", file numbered 1.82–418, and (2) the term "Commissioners" shall mean the Commissioners of the District of Columbia.

SEC. 2. In accordance with Study "O", an office building for the sole use of the Pan American Union may be erected on the western portion of square S 173 and those portions

of Eighteenth Street and Virginia Avenue Northwest of squares 146 and 147 (now known as United States reservations 383 and 384, respectively), and of the triangular park known as reservation 110, bounded as follows:

On the south by the northerly edge of the present sidewalk on the north side of Constitution Avenue Northwest, and its production easterly to the northeasterly line of Virginia Avenue; on the west by a line which is parallel to the north and south axis of the Interior Building produced southerly and which is distant from the axis one hundred and forty-two feet to the east; on the northwest and north by the southeasterly edge of a proposed sidewalk, sixteen feet more or less in width, running from C Street and Eighteenth Street Northwest, southwesterly to Virginia Avenue Northwest; all as substantially shown on Study "O".

The location of the building shall be subject to the approval of the National Capital Park and Planning Commission, except that the building shall be located east of the southerly projection of the east face of the Interior Building. The building shall not be over fifty feet in height from the ground to the top of the roof, and the plans for the building shall be subject to the approval of the National Commission of Fine Arts. The area described above shall be under the jurisdiction of the Pan American Union.

SEC. 3. The Commissioners shall close all streets within

the boundaries of the area described in section 1 and shall open a street, the width of which shall be forty feet, more or less, between curbs, which shall have the necessary traffic islands, widenings, and sidewalks, and the center line of which shall be as follows:

Beginning at the intersection of Constitution Avenue Northwest, with a line which is parallel to the north and south axis of the Interior Building produced southerly and which is distant from the axis eighty-two and one-half feet to the east; thence northerly and parallel to the production of the axis of the Interior Building through square 147 (reservation 384) to Virginia Avenue Northwest; thence northeasterly through square 146 (reservation 383) to the intersection of Eighteenth Street and C Street Northwest; all as substantially shown on Study "O".

The Commissioners shall close Nineteenth Street Northwest, between Constitution Avenue and C Street and Virginia Avenue Northwest, and shall open a street the width of which shall be forty feet, more or less, between curbs, which shall have the necessary traffic islands, widenings, and sidewalks, and the center line of which shall be as follows:

Beginning at the intersection of Constitution Avenue Northwest, with a line which is parallel to the north and south axis of the Interior Building produced southerly and which is distant from the axis eighty-two and one-half feet

to the west; thence northerly and parallel to the production of the axis of the Interior Building through square 147 (reservation 384) to Virginia Avenue Northwest; thence in a northeasterly direction through square 146 (reservation 383) to the intersection of Eighteenth Street and C Street Northwest; all as substantially shown on Study "O".

The Commissioners may use a strip of land ten feet, more or less, in width along the northerly side of square 146 (reservation 383) for the purpose of widening C Street between Eighteenth and Nineteenth Streets Northwest. The Capital Transit Company may so relocate its tracks on C Street as to connect the tracks on Nineteenth Street with those on Eighteenth Street Northwest.

SEC. 4. The Commissioners shall retain control of the sewer, water, gas, and electric conduits and other underground services now underlying those parts of Eighteenth Street, Nineteenth Street, and Virginia Avenue, Northwest, which shall be closed under the provisions of this Act. The Commissioners shall have jurisdiction over the roadway proper and the curbs of, and the traffic islands in, the streets which, under section 3, they are required to open.

SEC. 5. The areas remaining in reservations 383 and 384 after the opening of the streets provided for in section 3 and that portion of Nineteenth Street Northwest closed under this Act shall be known as the Pan American Plaza. Pur-

suant to plans approved by the President, the Plaza shall be developed as a park commemorating the great leaders of Central and South America. The Plaza shall be a part of the National Capital Park system.

SEC. 6. The office building for the sole use of the Pan American Union erected under the provisions of this Act shall be exempt from all taxation so long as it is occupied and used solely by the Pan American Union.

SEC. 7. The Act entitled "An Act authorizing the erection for the sole use of the Pan American Union of an office building on the square of land lying between Eighteenth Street, C Street, and Virginia Avenue Northwest, in the city of Washington, District of Columbia", approved May 16, 1928 (45 Stat. 590), and the joint resolution entitled "Joint resolution amending the Act entitled 'An Act authorizing the erection for the sole use of the Pan American Union of an office building on the square of land lying between Eighteenth Street, C Street, and Virginia Avenue Northwest, in the city of Washington, District of Columbia', approved May 16, 1928", approved December 23, 1929 (46 Stat. 55), are hereby repealed.

77TH CONGRESS
1ST SESSION

H. R. 3969

A BILL

To provide for a Pan American Plaza and a site for an office building for the Pan American Union.

By Mr. LANHAM

MARCH 12, 1941

Referred to the Committee on Public Buildings and Grounds

THE COMMISSION OF FINE ARTS
Washington
Copy

April 1, 1941.

Dear Mr. Rowan:

With reference to the designs for mural paintings by Millard Sheets in the Interior Department Building, I have to inform you that they were brought to the attention of Mr. Eugene Savage, painter member of The Commission of Fine Arts, at the meeting of the Commission held on March 17. Mr. Savage reports as follows:-

Studies for the four panels designed by Millard Sheets for four spaces on the first floor of the new Interior Department Building were examined by the Commission. Considering that the studies were of a preliminary nature, as we were informed, it seems timely to make the following observations,-

The matter of the scale of figures come seriously into question. In a hallway that does not admit of view at more than ten or fifteen feet on the average, with a nine to ten foot ceiling, the compositions have figures appearing to be ten feet high.

The Commission agree to the principle of two sizes of figures and the resultant enrichment. To illustrate the point, it would seem that the largest figures might be seven or seven and one-half feet high; the lesser figures about four feet. The panels near the locations in question may be considered in this connection. Those by Ernest Fiene have figures at life size that seem to belittle the architecture, and startlingly impinge upon the beholder; they are on the hallway wall line (on the second floor) and not set back as are the panels here in question. The panels by Nicolai Cikovsky have figures one-half life size and so seem better adjusted to the related wall sizes and distances.

It is recommended that photographs be taken of one of the panels in question showing ceiling and floor spaces adjacent with a human figure standing very near the wall as an aid to realization of scale relation.

The Commission of Fine Arts concur in this report by Mr. Savage.

For the Commission of Fine Arts:

Sincerely yours,

(Sgd) Gilmore D. Clarke,
Chairman.

Mr. Edward B. Rowan, Assistant Chief,
Section of Fine Arts,
Public Buildings Administration,
Federal Works Agency,
Washington, D. C.

EXHIBIT I

EXHIBIT I

Washington
Copy

April 1, 1941.

Dear Mr. Rowan:

With reference to the designs for mural paintings by Millard Sheets in the Interior Department Building, I have to inform you that they were brought to the attention of Mr. Eugene Savage, painter member of The Commission of Fine Arts, at the meeting of the Commission held on March 17. Mr. Savage reports as follows:-

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The Commission agree to the principle of two sizes of figures and the resultant enjoinment. To illustrate the point, it would seem that the largest figures might be seven or seven and one-half feet high; the lesser figures about four feet. The panels near the locations in question may be considered in this connection. Those by Ernest Fiene have figures at little size that seem to belittle the architecture, and startlingly impinge upon the beholder; they are on the hallway wall line (on the second floor) and not set back as are the panels here in question. The panels by Nicolai Cikovsky have figures one-half life size and so seem better adjusted to the related wall sizes and distances.

It is recommended that photographs be taken of one of the panels in question showing ceiling and floor spaces adjacent with a human figure standing very near the wall as an aid to realization of scale relation.

The Commission of Fine Arts concur in this report by Mr. Savage.

For the Commission of Fine Arts:

Sincerely yours,

(Sgd) Gilmore D. Clarke,
Chairman.

Mr. Edward B. Rowan, Assistant Chief,
Section of Fine Arts,
Public Buildings Administration,
Federal Works Agency,
Washington, D. C.